

BookletChartTM

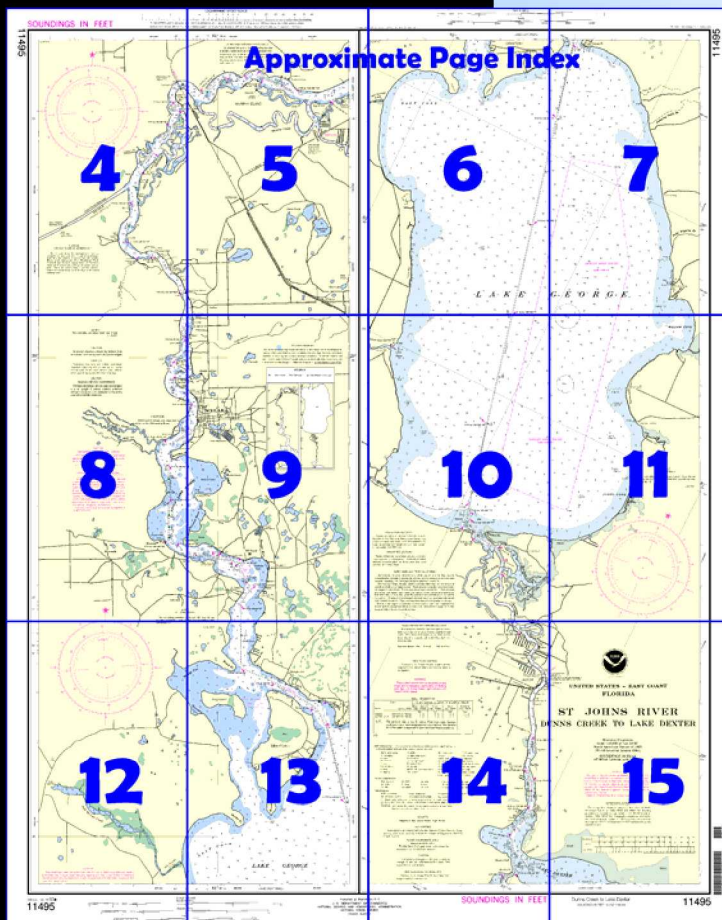
St Johns River Dunns Creek to Lake Dexter

(NOAA Chart 11495)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

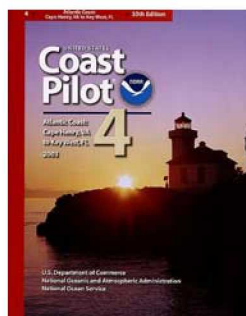
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4, Chapter 9 excerpts]

(186) There are fishing camps, resorts, and small marinas along the St. Johns River as far as Lake George; most have gasoline pumps, and some have moorage and other facilities.

A recreation map showing the various facilities may be obtained from the Putnam County Chamber of Commerce, Box 550, Palatka, FL 32077.

(187) At **Buffalo Bluff** the St. Johns River is crossed by the Railroad bridge with a clearance of 7 feet. There are three boatyards

at **Stokes Landing**, 1.6 miles southward of the bridge

(189) **Henry Holland Buckman Lock** and **Rodman Dam** were completed, and the lock was open for use. The lock has a lockage time of 15 to 20 minutes; it is operated from 0800 to 1130 and 1200 to 1600 daily until the entire barge canal is completed. Traffic lights are in operation at both ends. Rodman Dam blocks navigation of the **Oklawaha River**

above the dam, as there is no lock; the upper Oklawaha River is reached through the eastern entrance of the barge canal from the St. Johns River, through Henry Holland Buckman Lock, thence through Lake Ocklawaha. (190) In May 1983, the canal had been completed from St. Johns River to the lock and for 4.7 miles where it enters Lake Ocklawaha. This section is unmarked. In traversing Lake Ocklawaha to the upper Oklawaha River, prior to completion of the dredged barge canal, it is advisable to follow the course of the Oklawaha River bed through the lake, which is marked by aids to navigation installed by the Corps of Engineers; the markers, on iron pipes, are red on the right side of the river and green on the left side when going down the lake (away from Henry Holland Buckman Lock). Caution should be exercised since floating obstructions may be encountered in the lake. The lake extends to the **Eureka Lock and Dam** construction of which has been suspended, but which has a navigation bypass; boats of less than 3-foot draft can continue up the Oklawaha River from Eureka Lock and Dam to the junction with **Silver Springs Run**; navigation of the river from Silver Springs Run to **Moss Bluff Lock and Dam** and from Moss Bluff Lock to **Lake Griffin** may not be feasible at times due to low water. Vessel operators should verify water levels with the Moss Bluff lockmaster (telephone 288-4171).

(191) The minimum clearances of the several highway bridges across the Oklawaha River above Eureka Dam are 8 feet vertical.

(192) In 1986, the Federal government de-authorized the Cross Florida Barge Canal and turned the right of way over to Florida. It is operated by the Office of Greenways and Trails, Department of Environmental Protection. For information on the Cross Florida Greenway, contact the Office of Greenways and Trails at (850) 488-3701 in Tallahassee, FL.

(194) A marine resort is on the east side of the river 0.9 mile southeastward of the charted cupola at Saratoga. There is a landing and float here for moorage of about 100 boats, with depths of 8 feet. Gasoline and oil, diesel fuel, water, electricity, ice, and marine supplies are available.

(195) **Welaka**. There are several fishing camp landings, with depths of 5 to 7 feet alongside, where gasoline, water, ice, and marine supplies can be obtained.

(196) **Oklawaha River**. The river is navigable to Rodman Dam. The upper Oklawaha River and Rodman pool are reached from the St. Johns River through the Cross Florida Barge Canal.

(197) The depths and the speed of the downstream current in Oklawaha River below Rodman Dam are uncertain and will vary with the amount of water discharged from the dam's spillway. A depth of 4 feet could be taken to the dam. The river is extremely winding and is obstructed by shoals; snags and hyacinths may be encountered.

(198) **Mt. Royal**. Gasoline can be obtained at several fishing camps along the river between **Fort Gates**, 5.3 miles south of Welaka, and Georgetown.

(199) **Georgetown**. A ferry consisting of a tug and barge crosses the river between the town and **Drayton Island**. Fish camps at Georgetown have gasoline, water, ice, and limited marine supplies.

(200) **Lake George**. The bottom is fairly uniform with depths of 8 to 12 feet in the center, shoaling rather abruptly near the shores. The channel, marked by a **347°** lighted range at the north end and a **166.8°** lighted range at the south end, lights, and daybeacons, cuts through the middle of the lake. In strong northerly and southerly winds the water becomes very rough. Numerous old piling are found near the lake shore in 2 to 8 feet of water. The creeks emptying into the lake are shoal. A **naval bombing area** is in the eastern part of the lake.

(202) **Astor**. Route 40 bridge, across the St. Johns River has a clearance of 20 feet; in the open position the draw overhangs the west side of the channel above a height of 72 feet. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign, WXY 904.

(203) There are good overnight accommodations here, on both sides of the river just south of the bridge. There are restaurants and motels with landings, and gasoline is pumped from several fuel piers. There are reported depths of 7 to 13 feet at the piers.

Table of Selected Chart Notes

BASCULE BRIDGE
HOR CL 90 FT
VERT CL 7 FT

HEIGHTS

Heights in feet above Mean High Water.

NOTE C

The controlling centerline depth was 12 feet.
June 2001

PLANE COORDINATE GRID (based on NAD 1927)

Florida State Grid, east zone, is indicated by dotted ticks at 10,000 foot intervals.

CAUTION

Numerous fish traps and stakes have been reported in the area of this chart, some may be submerged. Small craft should use caution when operating outside the main channel.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE B

CROSS FLORIDA GREENWAY

Numerous aids to navigation mark a completed section of the canal westward from the St. Johns River to the Oklawaha River and through the Rodman Pool. Consult the Florida Department of Environmental Protection, Office of Greenways and Trails at (352) 236-7143 for latest channel conditions and bridge and cable clearances.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Davtona Beach, Fla. KIH-26 162.40 MHz

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOTE D ST. JOHNS RIVER

The controlling centerline depth from Mt. Royal Bn. 60 to Lake George Bn. 1 was 12 feet; thence 9 feet to Lake Dexter Bn. 13.

June 2001

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.92" northward and 0.763" eastward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

TIDAL INFORMATION

| Place (LAT/LONG) | Height referred to datum of soundings (MLLW) | | | | |
|---------------------|--|------------------------|----------------|-------------------|--|
| | Mean Higher High Water | Mean Higher High Water | Mean Low Water | Extreme Low Water | |
| Name | feet | feet | feet | feet | |
| Welaka | 0.4 | 0.4 | 0.0 | -4.0 | |
| Buffalo Bluff | 1.0 | 1.0 | 0.1 | -3.0 | |

NOTE: The periodic tide in the St. Johns River from Lake George southward has a mean range less than one-half foot. The rise and fall of the water is dependent upon wind and flood conditions.

(102)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

| | | | |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G green | Mo morse code | R TR radio tower |
| Al alternating | IQ interrupted quick | N nun | Rot rotating |
| B black | Is isophase | OBSC obscured | s seconds |
| Bn beacon | LT HO lighthouse | Oc occulting | SEC sector |
| C can | M nautical mile | Or orange | St M statute miles |
| DIA diaphone | m minutes | Q quick | VQ very quick |
| F fixed | MICRO TR microwave tower | R red | W white |
| Fl flashing | Mkr marker | Ra Ref radar reflector | WHIS whistle |
| | | R Bn radiobeacon | Y yellow |

Bottom characteristics:

| | | | | |
|--------------|----------|---------|-------------|-----------|
| Bds boulders | Co coral | gy gray | Oys oysters | so soft |
| bk broken | G gravel | h hard | Rk rock | Sh shells |
| Cy clay | Gr grass | M mud | S sand | sy sticky |

Miscellaneous:

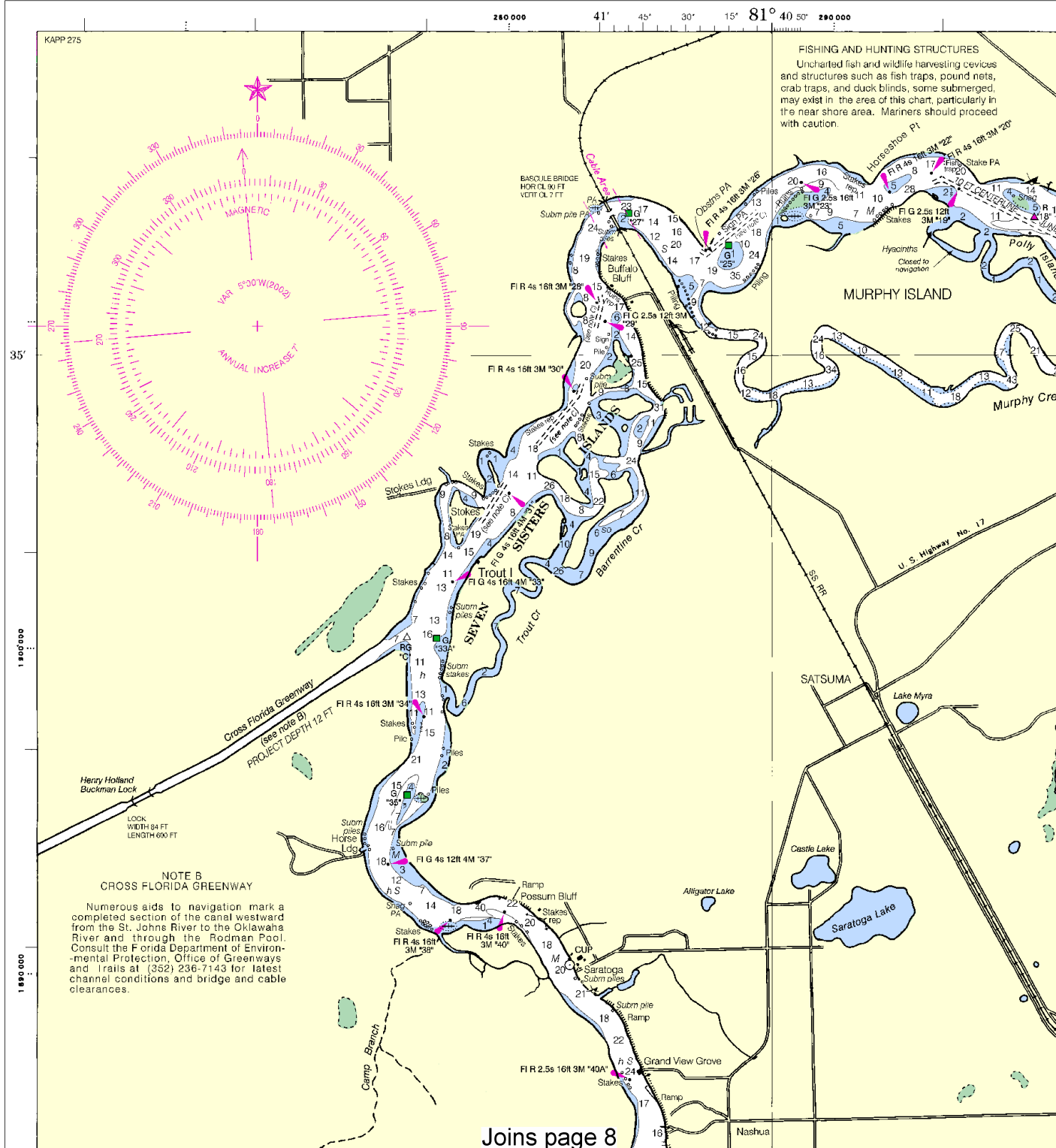
| | | | |
|-----------------|-------------------|----------------------|----------------|
| AUTH authorized | Obstr obstruction | PD position doubtful | Subm submerged |
|-----------------|-------------------|----------------------|----------------|

ED existence doubtful PA position approximate Rep reported
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: - - - -

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider right point; on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed

11495



Joins page 8

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.



40 50 60
 Jer spread, place
 ed is 16.0 knots.

Formerly C&GS 687, 1st Combined Ed., Jan. 1952 D-1940-519

LATITUDE LONGITUDE

1' 45' 30' 15' 0' 15' 30' 45' 1' 45' 30' 15' 0' 15' 30' 45' 1'

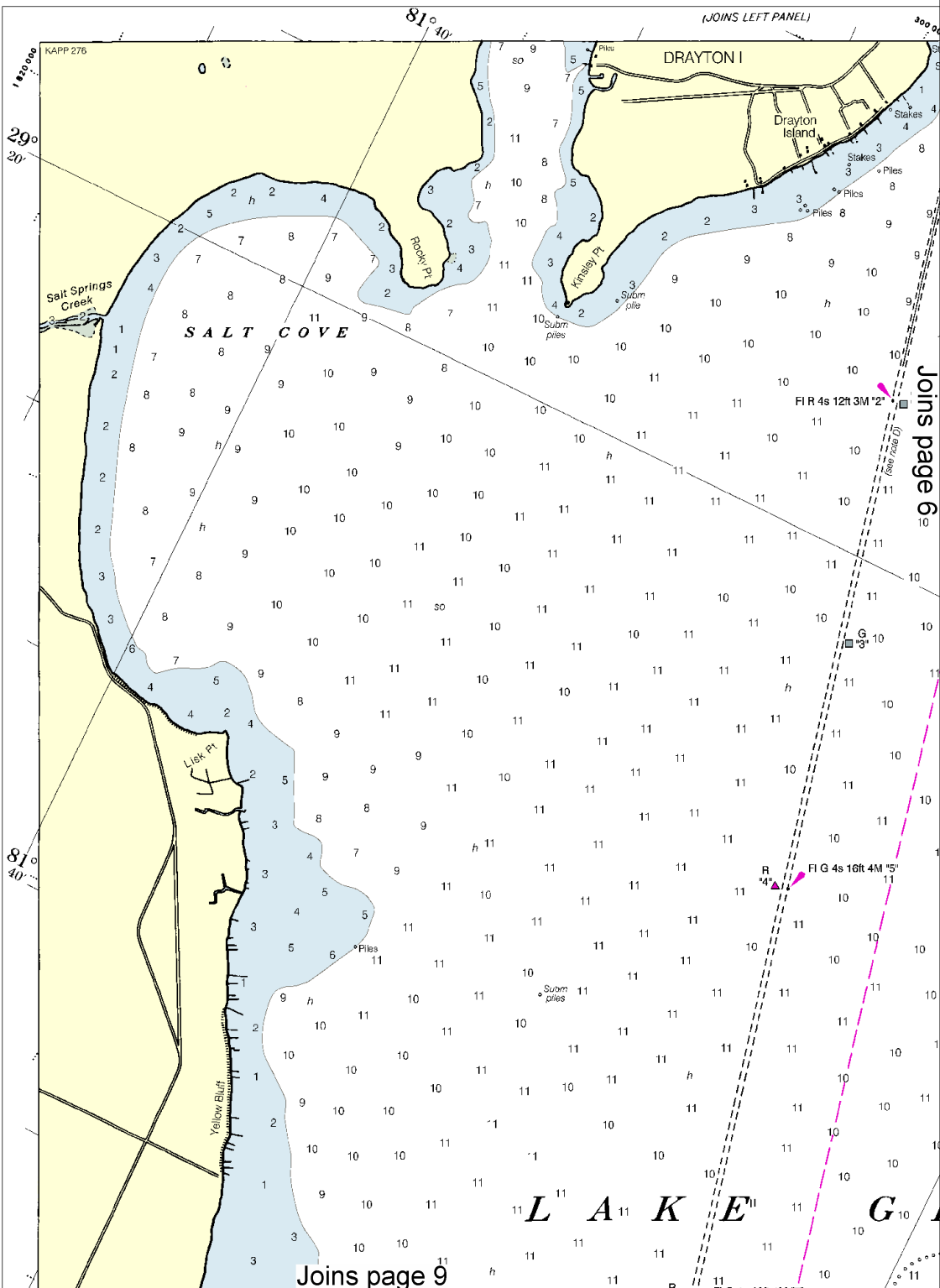
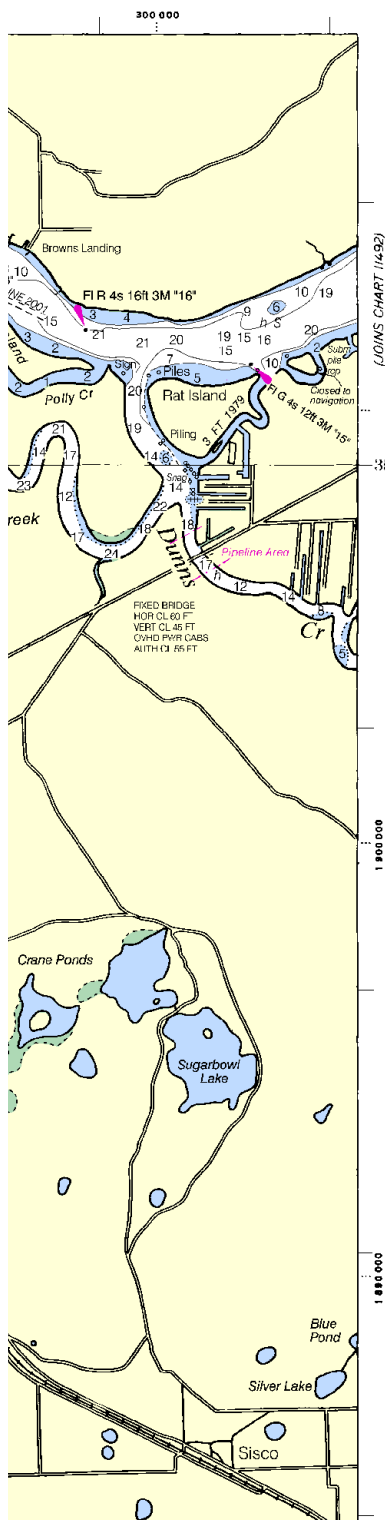
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Nautical Miles

Statute Miles

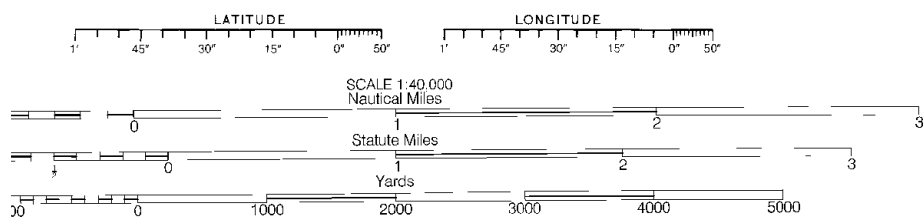
Yards

1000 0 1000 2000 3000

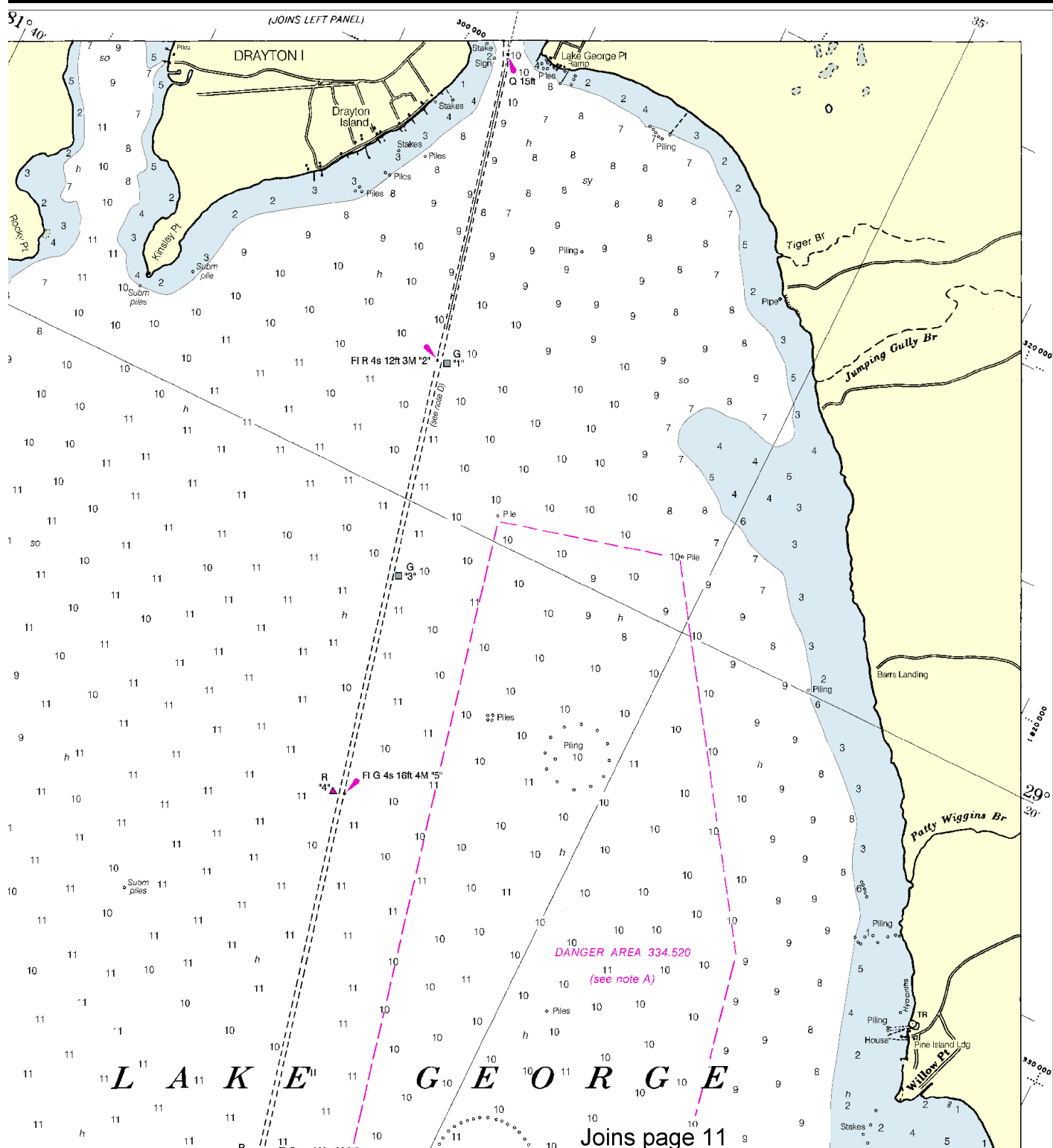


This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:53333. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

5



Nautical Chart Catalog No. 1, Panels Q,R.



11495

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: n/a .

7

Joins page 4

NOTE C
The controlling centerline depth was 12 feet,
June 2001

CAUTION

Improved channels shown by broken lines
are subject to shoaling, particularly at the edges

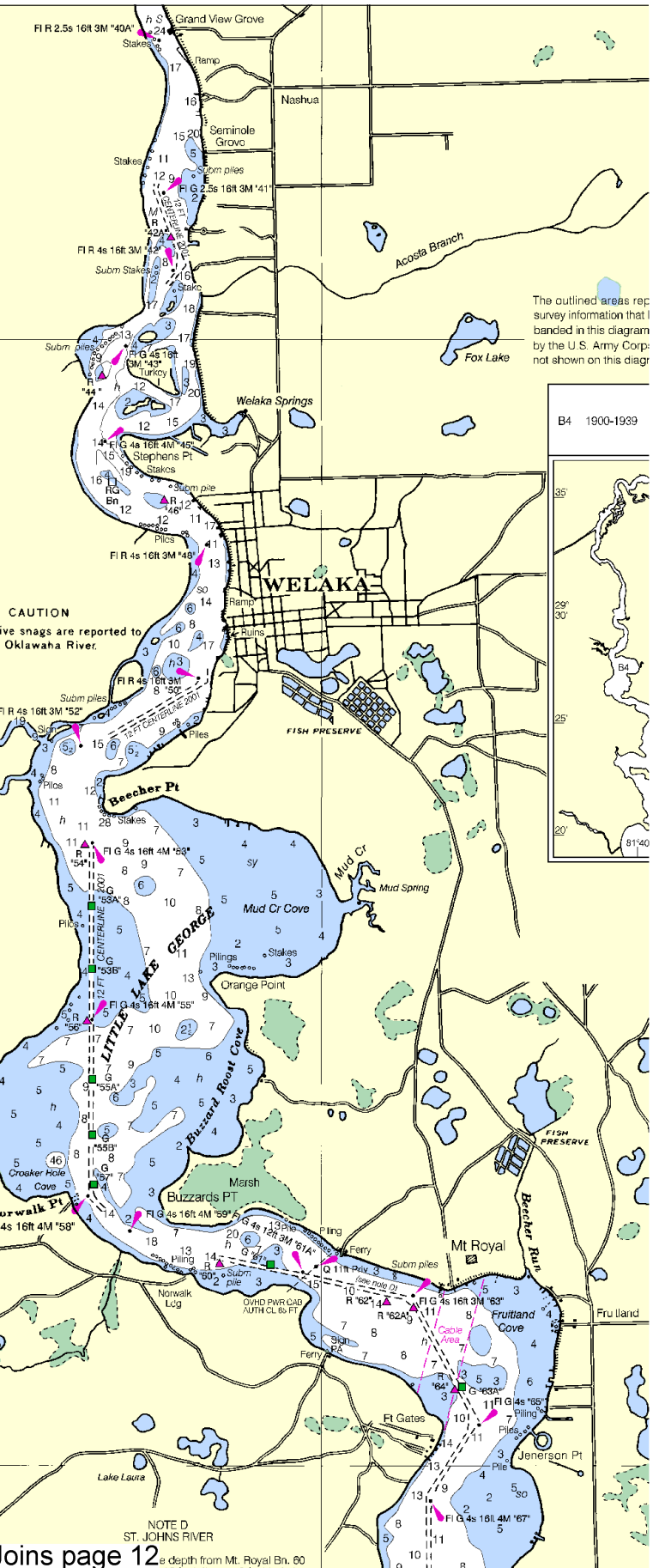
CAUTION

Numerous fish traps and stakes have been
reported in the area of this chart, some may be
submerged. Small craft should use caution
when operating outside the main channel

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open
to a full upright or vertical position, unlimited
vertical clearance is not available for the entire
charted horizontal clearance.



The outlined areas rep
survey information that I
banded in this diagram
by the U.S. Army Corp
not shown on this diag

B4 1900-1939

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine
cables and submarine pipeline and cable areas
are shown as:

Pipeline Area Cable Area

Additional uncharted submarine pipelines and
submarine cables may exist within the area of
this chart. Not all submarine pipelines and sub-
marine cables are required to be buried, and
those that were originally buried may have
become exposed. Mariners should use extreme
caution when operating vessels in depths of
water comparable to their draft in areas where
pipelines and cables may exist, and when
anchoring, dragging, or trawling.

Covered wells may be marked by lighted or
unlighted buoys.

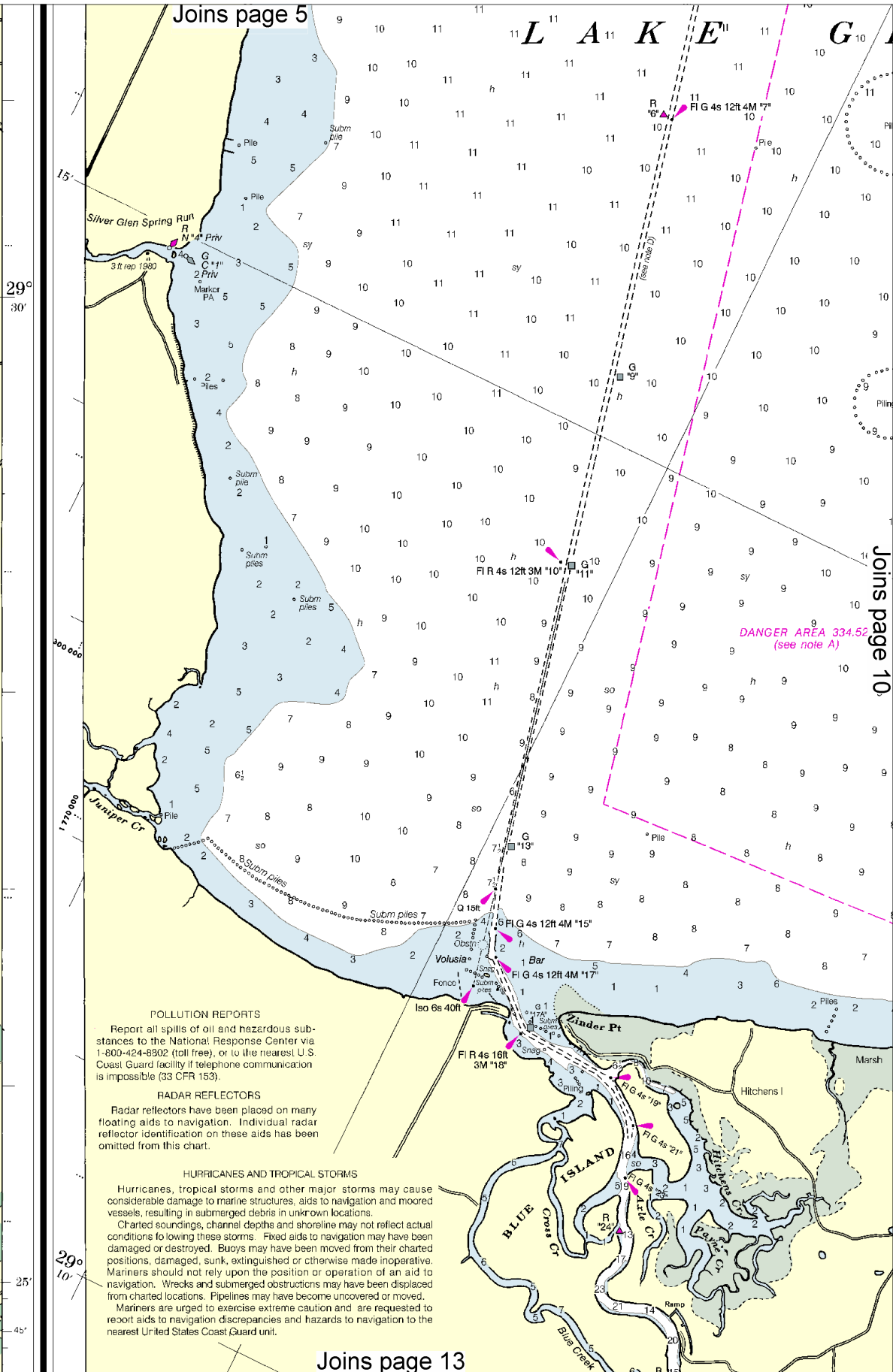
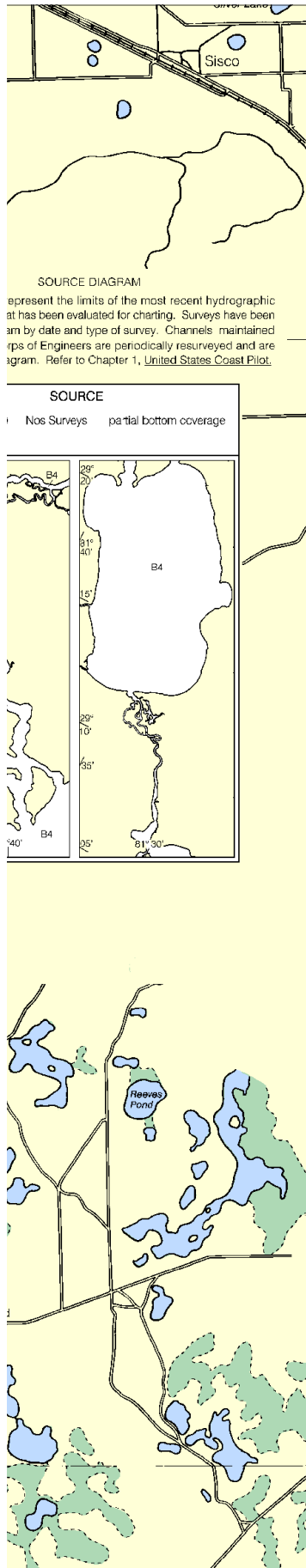
Joins page 12

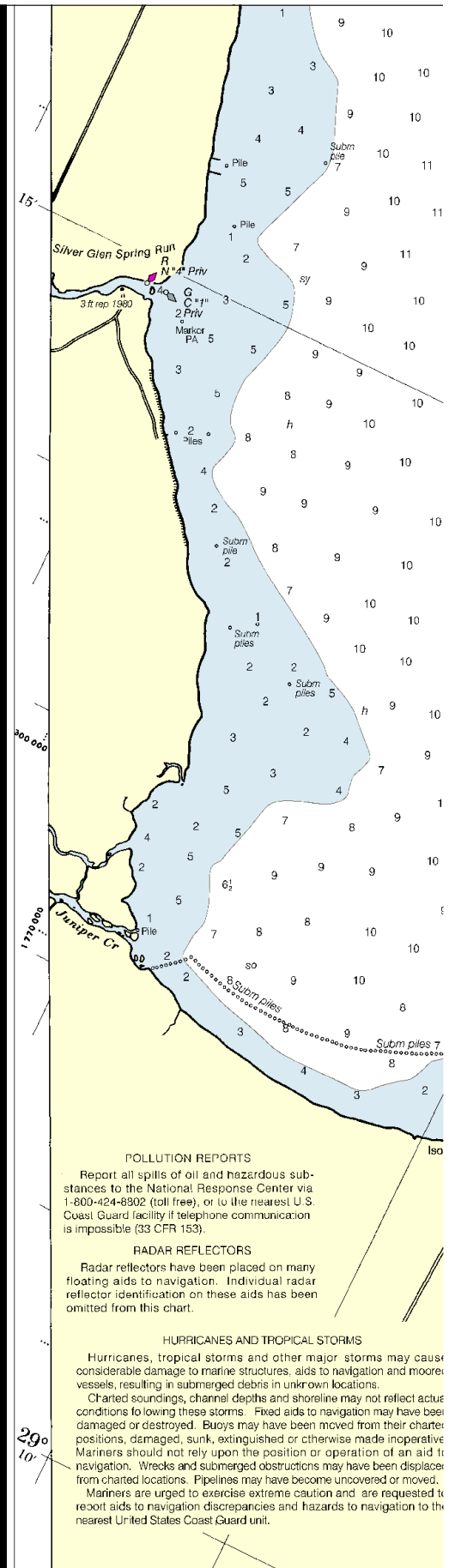
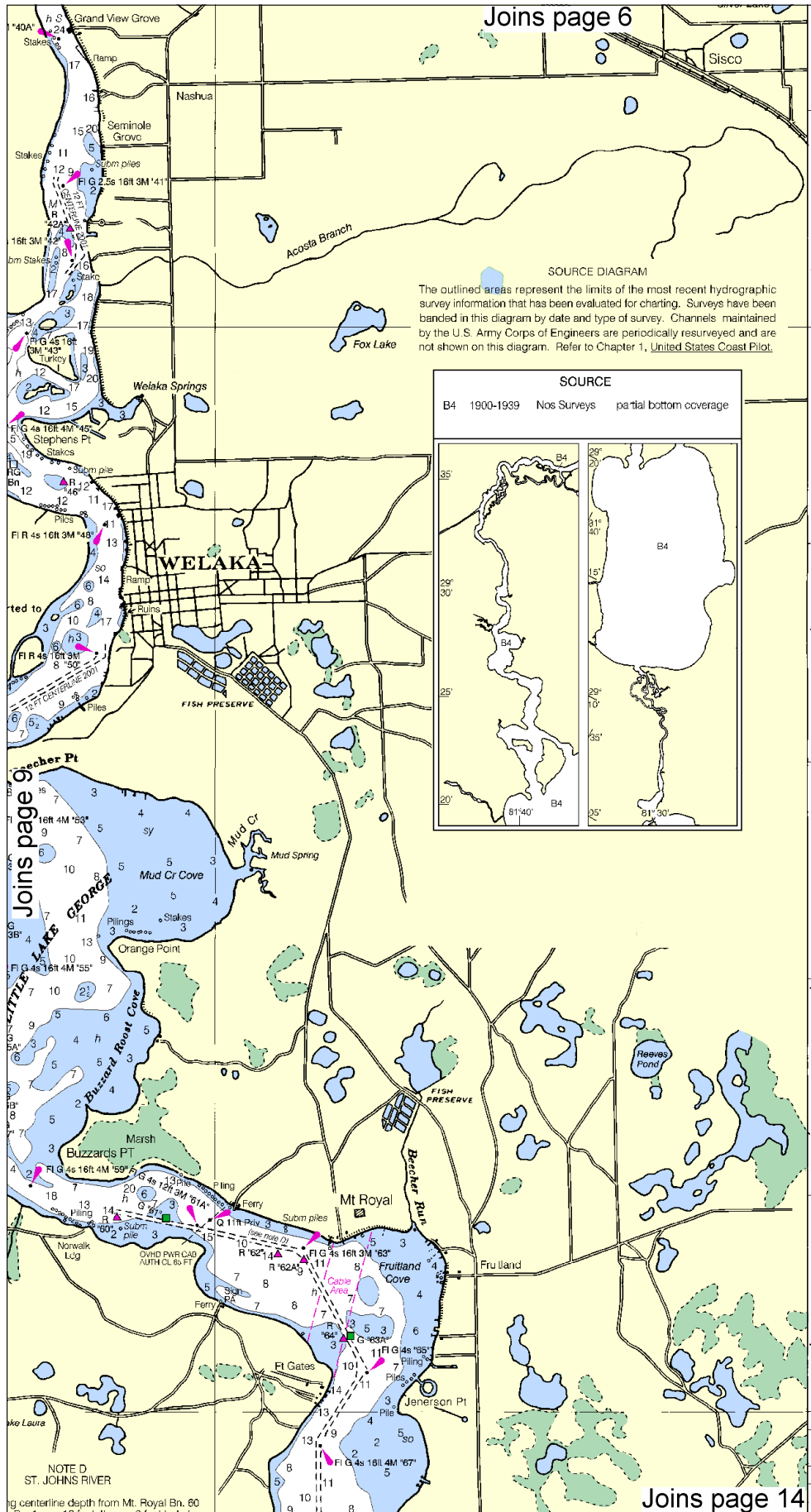
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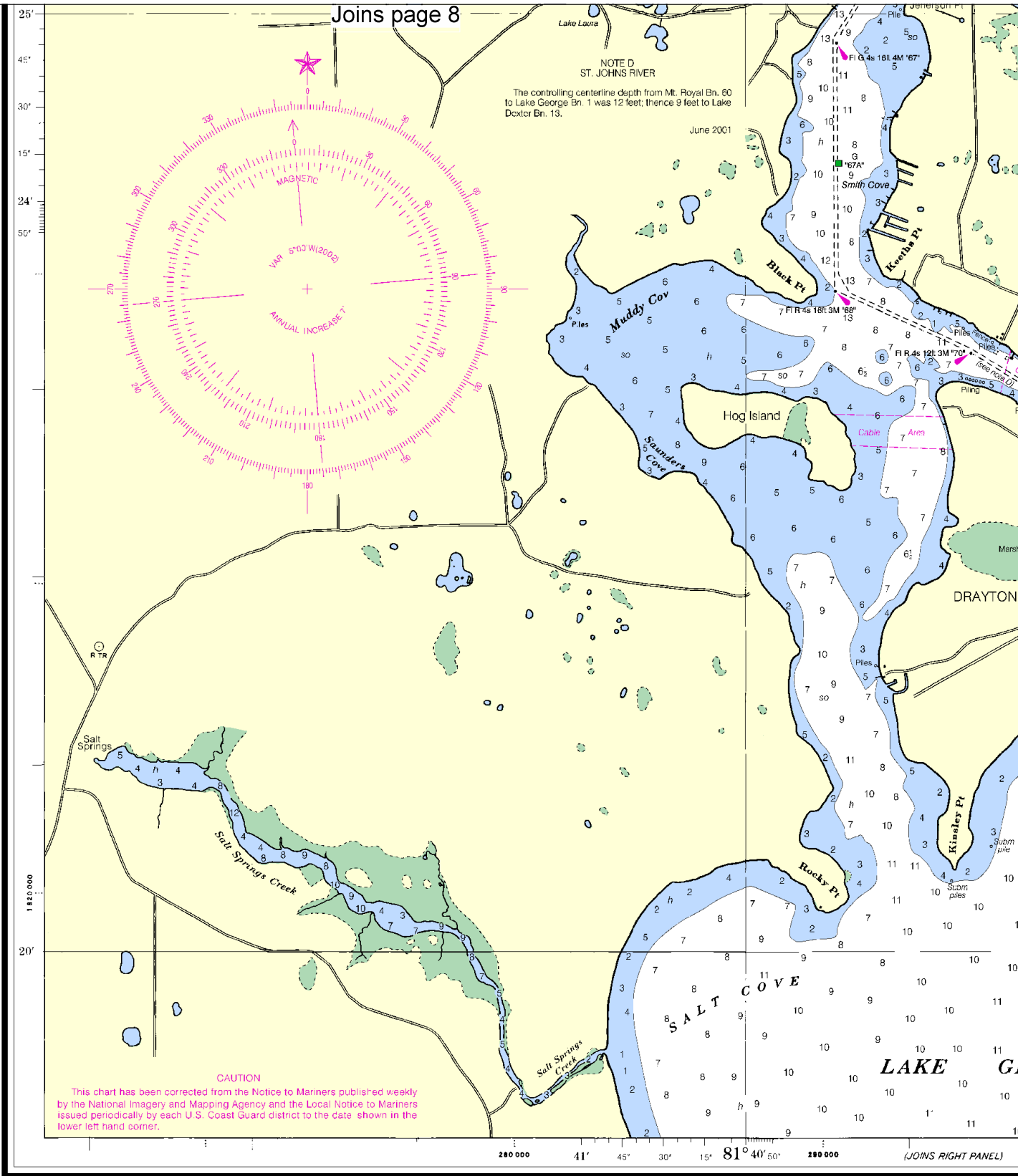
SCALE 1:40,000
Nautical Miles

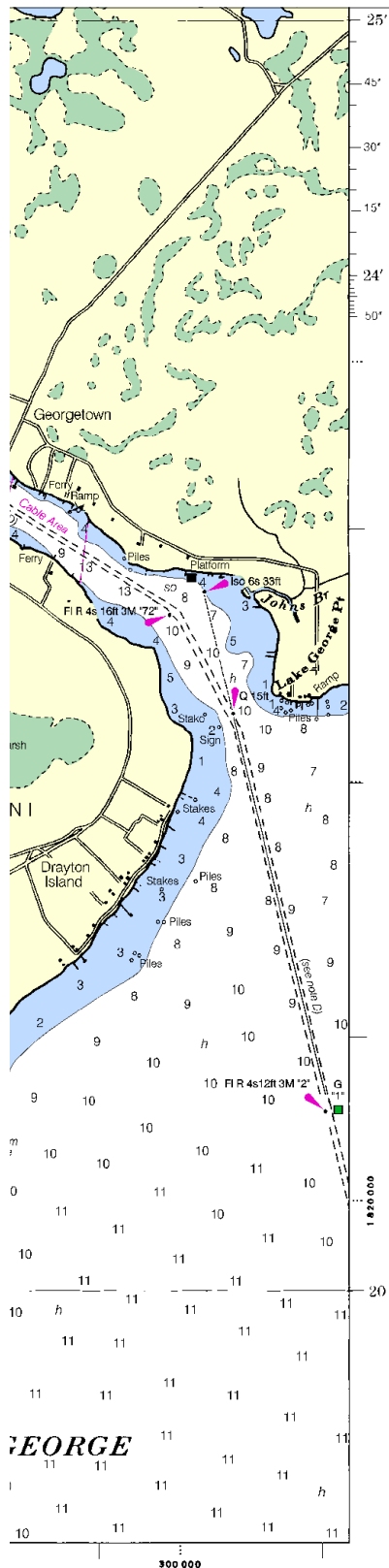
See Note on page 5.











Joins page 9 (Continued from page 8)

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service station listed below provides continuous marine weather broadcast. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Daytona Beach, Fla. KIH-26 162.40 MHz

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

TIDAL INFORMATION

| Place | | Height referred to datum of soundings (MLLW) | | | | |
|---------------|-------------------|--|----------------------|--------------------|-------------------|----------------------|
| Name | (LAT/LONG) | Mean High Water | Higher High Water | Mean High Water | Mean Low Water | Extreme Low Water |
| | | feet | | feet | feet | feet |
| Welaka | (29°28'N/81°40'W) | 0.4 | | 0.4 | 0.0 | -4.0 |
| Buffalo Bluff | (29°35'N/81°40'W) | 1.0 | | 1.0 | 0.1 | -3.0 |

NOTE: The periodic tide in the St. Johns River from Lake George southward has a mean range less than one-half foot. The rise and fall of the water is dependent upon wind and flood conditions.

(102)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated).

| | | | |
|-------------------|-------------------------|-----------------------|-------------------|
| AERO aeronautical | G green | Mo morse code | R TR radio tower |
| A alternating | IQ interrupted quick | N nun | R rotating |
| B black | iso isophase | OBSC obscured | s seconds |
| Bn beacon | LT LH lighthouse | OC occulting | SEC sector |
| C can | M nautical mile | Or orange | SI M statute mile |
| DIA diaphone | m minutes | Q quick | W very quick |
| E fixed | MC/MC/T microwave tower | R red | W white |
| FI flashing | Mkr marker | R Ref radar reflector | WHY whistle |
| | | Rn Rn radar beacon | Y yellow |

Bottom characteristics:

| | | | |
|---------------|-----------|---------|-------------|
| Blds boulders | Co coral | gy gray | Oys oysters |
| bk broken | G gravel | h hard | Rk rock |
| Cy clay | Grs grass | M mud | S sand |

Miscellaneous:

| | | | |
|----------------------------|--|----------------------|----------------|
| AUTH authorized | Obstr obstruction | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported | |
| 21 Wreck wreck obstruction | crashal swept clear to the depth indicated | | |

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

PLANE COORDINATE GRID

(based on NAD 1927)

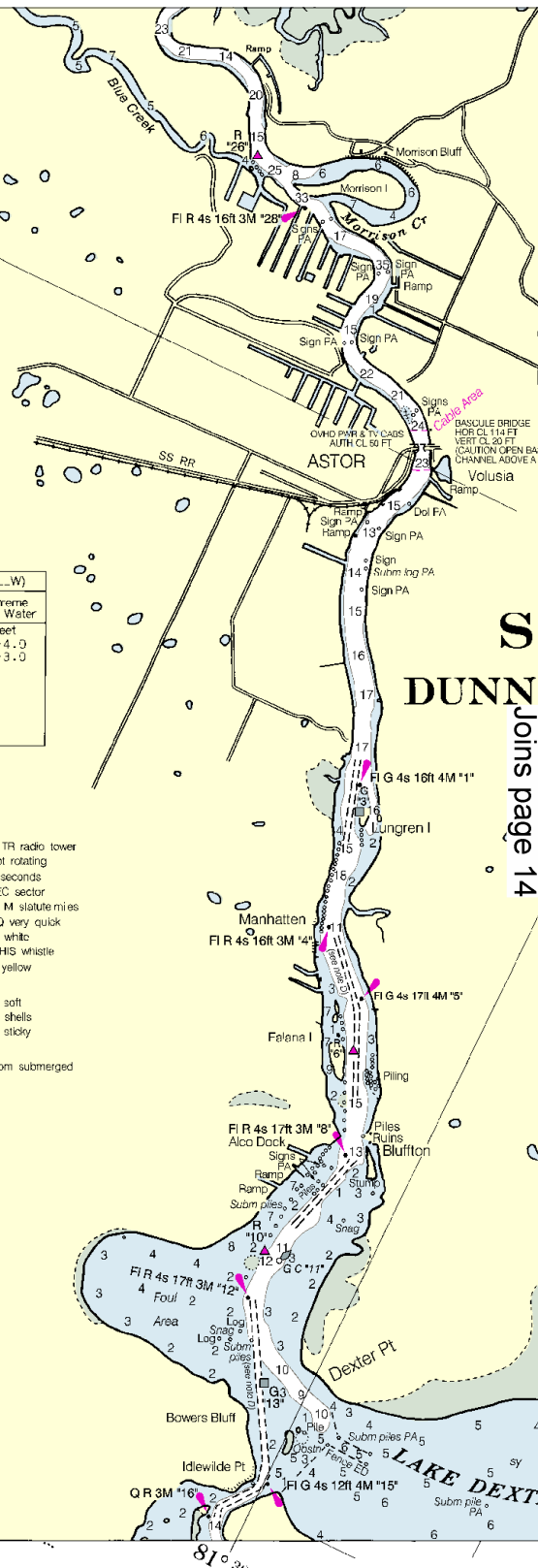
Florida State Grid, east zone is indicated by dotted ticks at 10,000 foot intervals.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot⁴ for important supplemental information.

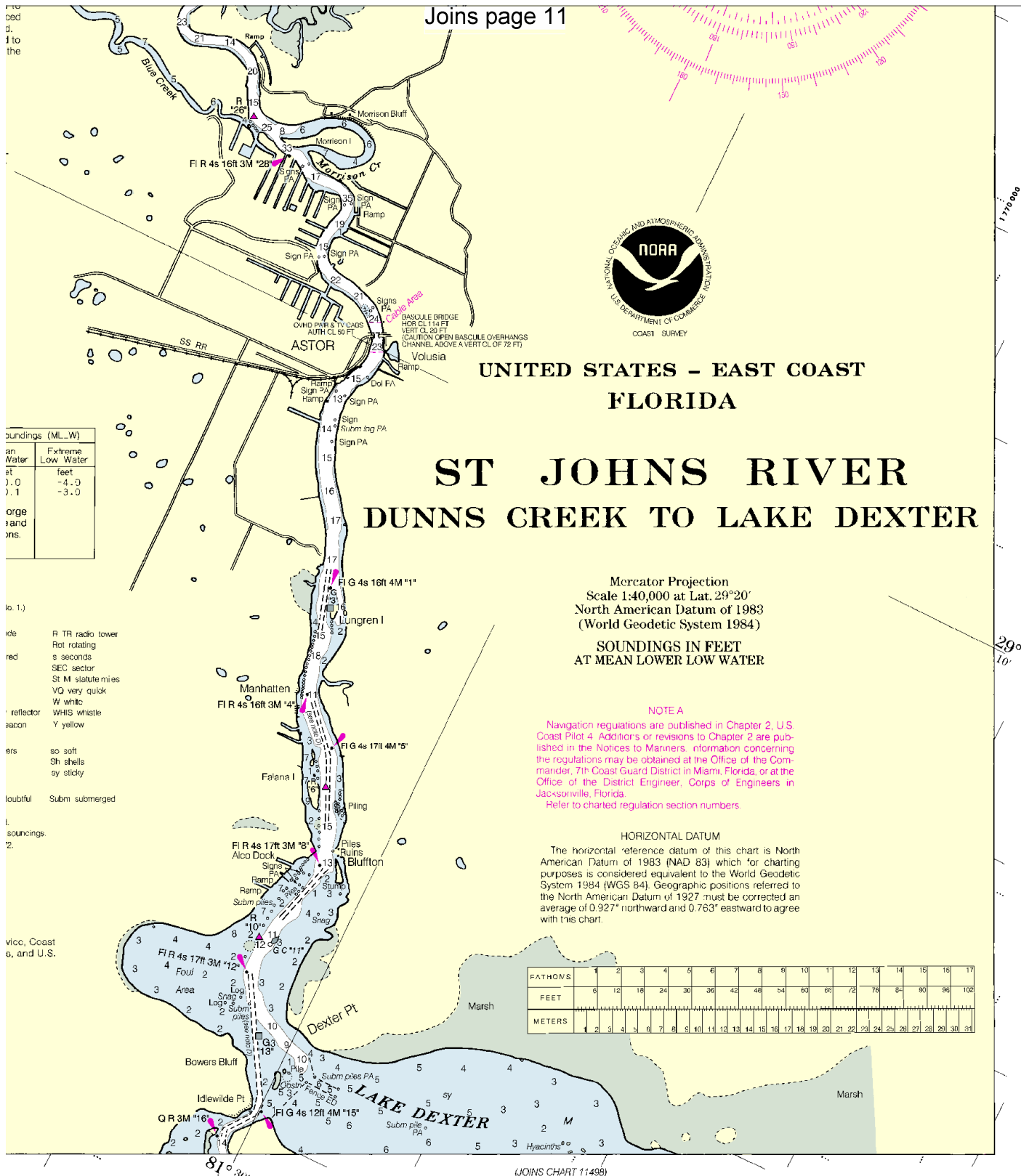


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Published at Washington, D. C.
U. S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

13



| Soundings (MLLW) | |
|------------------|-----------|
| an | Extreme |
| at | Low Water |
| 0.0 | feet |
| 0.1 | -4.0 |
| | -3.0 |
| orge | |
| hand | |
| ns. | |

- lo. 1.)
- ide R TR radio tower
- red Rot rotating
- s seconds
- SEC sector
- St M statute miles
- VQ very quick
- W white
- WHIS whistle
- reflector
- acon Y yellow
- ers so soft
- Sh shells
- oy sticky
- oubtful Subm submerged
- I. soundings
- 2.
- vico, Coast
- 6, and U.S.

UNITED STATES - EAST COAST
FLORIDA

ST JOHNS RIVER DUNNS CREEK TO LAKE DEXTER

Mercator Projection
Scale 1:40,000 at Lat. 29°20'
North American Datum of 1983
(World Geodetic System 1984)
**SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER**

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.
Refer to charted regulation section numbers.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.927" northward and 0.763" eastward to agree with this chart.

| FATHOMS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|---------|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| FEET | 6 | 12 | 18 | 24 | 30 | 36 | 42 | 48 | 54 | 60 | 66 | 72 | 78 | 84 | 90 | 96 | 100 |
| METERS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |

SOUNDINGS IN FEET

Dunns Creek to Lake Dexter
SOUNDINGS IN FEET - SCALE 1:40,000

11495

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Group Mayport – 904-247-7350

Coast Guard Ponce De Leon Inlet – 386-428-9085

Volusia County Sheriff's Office – 386-248-1777

FL Fish and Wildlife Conservation Comm – 888-404-3922

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.